THE TOTAL SOUD IN TO

17/1430=

	DATE OF THEO IT MATCH 1990
ATTC 110	LOCATION Roslyn, N. Y.
AF 110.	SCURCE_ Female Civilian
DATE OF WPORT	DATE IN TO ACTC
TIME OF CENTERING 0930 EST	
Contrail	High to few Matthews
Tennis ball	ALTERUDE thousand ft. Hander
180° then 270°	my or one F WATELL Auto
110. Til (1109)	Lost altitude slowly then
PONTOG SKETCHES	Source first saw contrails then object descended a few thousand feet. Looked like two plates "face to face".
Tomporary ATIC Form 329 (2 Jan 52)	Alco two places and Alco

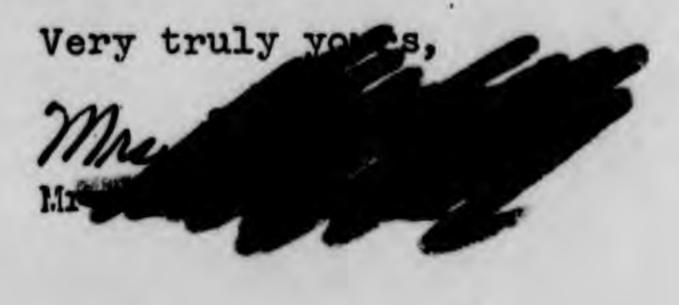
TO: Officer in Charge Project Saucer Wright Patterson Field Dayton, Ohio 44

FROM: Mrs. Ave.

Northport, L.I., N.Y.

SUBJECT: Unusual type aircraft seen over Long Island, March 17, 1950

- 1. I feel that the following description of the subject aircraft should be forwarded to the proper authorities.
- 2. While driving alone from Northport, Long Island to New York City on March 17, 1950, I observed at 9:30 a.m. between the towns of East Norwich and Rostyn, what appeared to be a smoke trail at an extremely high altitude which I thought was sky-writing. When the aircraft appeared to drop away from the smoke trail area and lose altitude at a very slow rate, the shape appeared to be that of a tennis ball. At this point I stopped the car to watch the aircraft more closely. The slow rate of descent continued and at the same time the craft came closer toward me flying from a northerly to a southerly direction. As the aircraft neared, the shape became quite pronounced which I would describe as two plates placed face to face together. The length appeared to be slightly wider than the width. The craft then changed direction and proceeded due west out of sight without an appreciable change in altitude. It was visible to me from the time I first noted the smoke or vapor trail until its complete disappearance for a period of approximately 10 minutes. The minimum altitute was several thousand feet.
- 3. Inasmuch as my husband is an aeronautical engineer, I have been "exposed" to a certain amount of aircraft identification. I am thoroughly convinced that the craft I saw was not a conventional jet aircraft, propeller driven aircraft, balloon or parachute.
- 4. I have not reported, nor do I plan to report the above observation to the news agencies or local newspapers.





7-3712-28